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## REPORT NO.

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**COUNTRY** Poland

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**SUBJECT** Kamienna Gora Textile Machinery Factory;  
Military Engineering Department

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**SUPPLEMENT TO  
REPORT NO.**

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1. The Textile and Auxiliary Machinery Factory (Fabryka Maszyn Liniarskich i Pomierniczych), ul. Spacerowa 10, Szczecin (Stettin) and Kamienna Gora (Landeshut) was known as the State Factory for Aircraft Parts, No. 2 (Panstwowe Wytownia Czesci Lotniczych) in 1947. Presumably, the production of parts for aircraft was planned, but this was never carried out. In 1948 the name was changed to the Armament Equipment Factory (Wytownia Sprzetu Uzbrojenia) at which time it took over the manufacture of military engineering equipment. In 1949, the name was changed to the Textile and Auxiliary Machinery Factory, presumably for cover purposes.
2. Formerly, it was a German factory which produced iron doors for hangers, parts for submarine hatches and bulkheads, Teller mines and V 1 parts during the last war.
3. In 1951 the factory employed approximately 900 workers. Its production consisted of the following:
  - a. Pentons: only 36 were produced between 1950 and the spring of 1951, and these were all consigned to the military commission of the Armed Forces.
  - b. Bridge constructions: produced in two parts for a bridge 250 m. long.
  - c. Parts for Ursus tractors (mud guards, bottom plates (Beeden), seats, and various small parts for the frame).
  - d. Drying installations for wool and flax.

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4. In 1948 the production of sapper equipment was only in the trial stages. The plans for pontoons and bridge constructions had been worked out by the Soviet engineer, General Ovchinnikov.
5. Actual production of pontoons started in 1950, with primitive equipment. The individual parts produced in the factory often did not fit together. Also, the plans were frequently altered during production. A fire engine pump was used for pumping water in and out of the pontoons for water tightness tests. A basin for such trials was not built until 1951. The dimensions of the pontoons were as follows: length, 6 m.; width,  $2\frac{1}{2}$  m.; thickness of sheet metal,  $1\frac{1}{2}$  mm.
6. Simultaneously, with the start of pontoon production, bridge constructions were put in hand after previous tests. Since then, and up to the spring of 1951, parts for a bridge 250 meters long have been produced, the bridge being in two parts. The bridge consisted of iron triangles 2.5 m. high with a 2 m. base. (See attached sketch). All component parts of the bridge were welded. The bridge was approximately  $6\frac{1}{2}$  m. wide and the load capacity was about 60 tons.
7. The buildings of the factory include a one-story carpentry shop, a main production hall, 300 x 400 m. and a mechanical engineering shop, 100 x 300 m.
8. It is believed that this factory will be taken over by the army for the production of war equipment.

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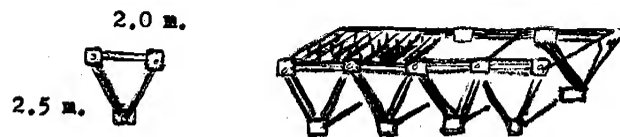
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Attachment

Iron triangles



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